

Martell's
Brandy

as known and asked for
all over the World

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
408

The China Mail.

ESTABLISHED 1845.

D. O. L.
Old Tom Gin.

The most reliable Gin
on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
408

No. 12,918

號三十月八年四第百九千一英

HONGKONG, TUESDAY, AUGUST 23, 1904.

日三十月七年辰甲

PRICE, \$3.00 Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET
Hongkong, July 26, 1904. 2547

Intimations.

HONGKONG AND SHANGHAI BANK
ING CORPORATION

THE DIVIDEND declared for the Half
Year ending 30th June last, at the
Rate of ONE POUND AND TEN
SHILLINGS Sterling per Share of
\$100 is Payable on and after MONDAY,
the 22nd day of August instant, at the
Office of the Corporation, where Share-
holders are requested to apply for Warrants
to receive the same.

By Order of the Board of Directors,
1904 J. R. M. SMITH,
Chief Manager.

Hongkong, August 20, 1904. 1534

NOTICE
I HEREBY GIVE notice that all
Loans Agreements or Securities for
Money made with or on account of the
Undersigned must be signed by the Man-
ager Mr. H. T. CHUN YUT, and stamped
with the COMPANY'S CHOP in accord-
ance with Article 4 of the Company's Rules
and Regulations, otherwise they will not
be received as valid.

H. T. CHUN YUT,
Manager,
WING SUN & CO.,
34, Queen's Road Central.
Hongkong, August 22, 1904. 1546

SITUATION WANTED

By a Middle-aged Gentleman who has
Thorough Experience in connection
with Customs and Mercantile Business, as
well as Office Work; speaks Mandarin,
Ningpo, Hakka and Cantonese Dialects.
Good references; no objection to this
notice.

For further particulars, please apply to
"T,"
Care of "China Mail" Office,
Hongkong, August 22, 1904. 1544

WANTED
A SECOND-HAND ENGLISH
BILLIARD TABLE.
Apply
Care of "China Mail" Office,
Hongkong, August 22, 1904. 1438

WANTED
A Solicitor's Office in Hongkong or
Shanghai. A Thoroughly Efficient SHORTHAND
CLERK and a TYPEWRITER (either male
or female) Salary to commence with £15
Sterling per month. Apply in writing to
"J.K."

Care of "China Mail" Office,
Hongkong, August 19, 1904. 1529

NOTICE
I, J. W. HAMMOND, WILL NOT BE
RESPONSIBLE for any Debts con-
tracted by my Wife Mrs. ANTO HAM-
MOND.

J. W. HAMMOND,
Kowloon Godowns.
Hongkong, August 19, 1904. 1524

ZETLAND HOUSE.
SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Miss WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from JAMES
BUCHANAN & CO., Queen's Road,
Central.

When you feel in
need of something
to refresh the body
and at the same
time nourish and
sustain—something
to make you strong.
bale and hearty—try
a cup of Bovril.

BOVRIL

To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

31 QUEEN'S ROAD CENTRAL
(First Floor, Watkins Building).
Hongkong, February 18, 1904. 2206

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM
OF
DENTISTRY.
Dr. M. H. CHAUN,
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1386

DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GRINDERS and TEES,
CORRUGATED IRON, FIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

BATHODORA
BATHODORA
FOR THE BATH. Highly Perfumed
with LAVENDER, CRAB APPLE,
or VIOLETS; leaving a most refreshing
feeling after using in the Bath.
Try a Bottle, and you will never be
without it.
BATHODORA, \$2 per Bottle.

THE PHARMACY,
50, QUEEN'S ROAD CENTRAL,
Hongkong.
A. STEVENSON, Chemist.
Hongkong, August 17, 1904. 1509

DR. RAUB'S
EFFERVESCENT SALT.
FOR THE LIVER, and KIDNEYS, and
as a Purifier of the Blood, is un-
surpassed.
Dr. RAUB'S Effervescent Salt is only to
be had at the
PHARMACY,
(at \$1.50 per Bottle)
50, Queen's Road Central,
Hongkong.
A. STEVENSON, Chemist.
Hongkong, August 17, 1904. 1509

BOARD and RESIDENCE.
3, BARROW TERRACE, Kowloon.
Elegantly FURNISHED ROOMS.
Apply on the premises, to
Mrs. GRUNBERG.
Hongkong, July 12, 1904. 1287

'SINGER'
IS the Synonym for what is Best in
SEWING MACHINES.
SIMPLE—SWIFT
SILENT—STRONG.
SHOWROOMS:
1, WYNDHAM STREET,
HONGKONG.
Hongkong, August 20, 1904. 1269

Business Notices.

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SHIPBUILDERS, ENGINEERS,
BOILERMAKERS' BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,383 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Louiss.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
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18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD and SWIRE,
Agents, CHINA NAVIGATION CO. LTD.

DR. NEWELL WILSON,
DR. WILLIAM DANIEL,
DENTISTS.
LATEST AMERICAN METHODS.
REASONABLE FEES.
NO CHARGE FOR EXAMINATIONS.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.
31 QUEEN'S ROAD CENTRAL
(First Floor, Watkins Building).
Hongkong, February 18, 1904. 2206

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Hongkong, July 28, 1904. 1379

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Hongkong, July 28, 1904. 1386

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IRON WARE, &c.
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A. STEVENSON, Chemist.
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Hongkong, July 12, 1904. 1287

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SEWING MACHINES.
SIMPLE—SWIFT
SILENT—STRONG.
SHOWROOMS:
1, WYNDHAM STREET,
HONGKONG.
Hongkong, August 20, 1904. 1269

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
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Bell's Asbestos 'Dagger,' 'Damon,' and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
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Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
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Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
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Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns, Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.
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IVORINE and CREAM LACE CURTAINS,
4, 4½ & 5 Yards Long, from \$5.00 Per Pair.

NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.

FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
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NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.

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MARINE MOTORS and MOTOR
LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
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A Sailing Boat now Open to Inspection in Hongkong Harbour.
G. C. MOXON,
5, VICTORIA BUILDINGS, QUEEN'S ROAD.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. B. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3709 recommendations which I have received from all Sources.
Hongkong, August 2, 1904.

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A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.

Hongkong, August 1, 1904. 1413

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10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.
COMFORTS OF RESIDENTS AND COUSINE A SPECIALITY.

For Terms, apply to
B. F. HOWARD, Lessee and Manager.
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Strong Mac, by S. R. O'Rourke ... 1.75
Sir Mortimer, by Mary Johnston ... 1.75
The Crossing, by Winston Churchill ... 1.75
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CANTONESE MADE EASY:
PART I. A Book of Simple Sen-
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with Free and Literal Translations,
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of English Grammatical Forms in
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ORAVEN MIXTURE

MACAO AND CANTON
HOTELS.

A LITTLE CHANGE.
THE Round Trip from HONGKONG to
MACAO, thence to CANTON, and
back to HONGKONG, will be found in-
teresting and enjoyable.
W. L. FARMER,
Proprietor.
Hongkong, March 10, 1904. 483

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cui-
sine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 128

Business Notices.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory
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FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

MAO LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail free

LANE, CRAWFORD & CO.,
SOLE AGENTS
Hongkong, May 6, 1903.

FAIRALL & CO.

HIGH-CLASS

DRESSMAKERS, MILLINERS,
AND

GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904.

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HONGKONG HOTEL

REFLECT WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS
LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLIARD ROOMS.
EUROPEAN CHEF.

2186

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT COUSINE AND WINE.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests

For Terms, apply

THE MANAGER.

THE
VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Claymore,
Finest Old Scotch, Daniel Crawford's,
Bourbon, 'V. R. O.' Liqueur (square bottle),
Watson's 'E' Liqueur.

PRICES ON APPLICATION.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

COLLIN'S GRAPHIC ENGLISH DICTIONARY; Illustrated with Numerous
Engravings and 16 Full Page Coloured Illustrations \$3.00
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AQUARIUS.

AQUARIUS SPARKLING MINERAL TABLE WATER
(Made from Pure Trouble Distilled Water).
AQUARIUS SILENT WATER.
AQUARIUS TONIC WATER.
AQUARIUS BELFAST GINGER ALE.
AQUARIUS LITHIA WATER.
AQUARIUS LEMONADE.
AQUARIUS GINGER BEER (Stone Bottles).

THE AQUARIUS COMPANY,
General Managers.

Caldbeck, Macgregor & Co.,
Hongkong, August 6, 1904.

15, QUEEN'S ROAD. 119

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVERWATCHES.
LARGE ASSORTMENT OF SPECTACLES.
FINO-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.

64, QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

mitsui BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 108 HONG STREET, FIRST FLOOR.

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Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Onoda, Otsu, Sasabe, Yamahiro, Yoshinotani, Yoshio, Yanokibara, and others Coals.

S. MINAMI, Manager, Hongkong.

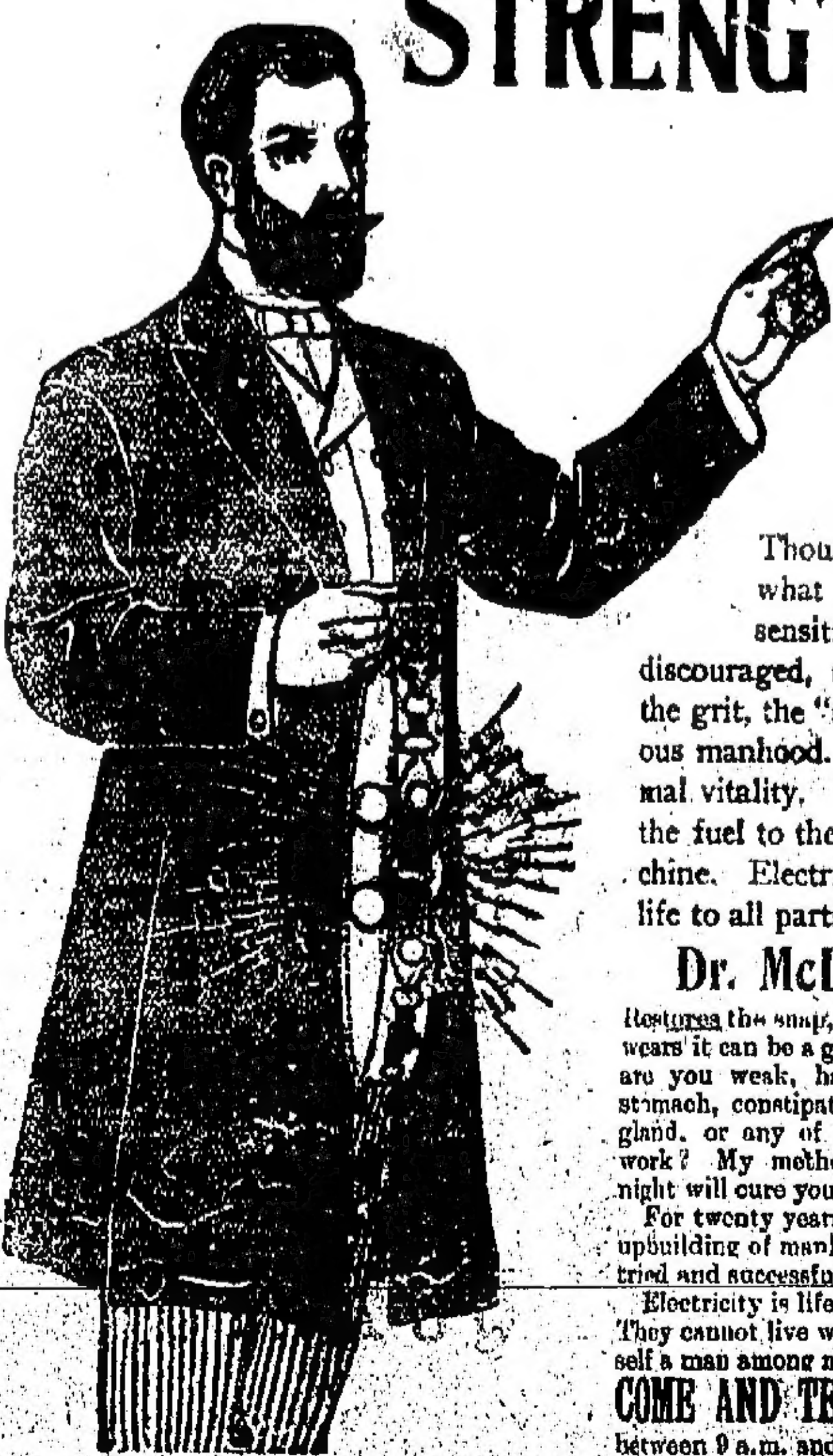
Hongkong, May 31, 1904.



BY ROYAL WARRANT TO HIS MAJESTY THE KING.

LEA & PERRINS' SAUCE

The Original and Genuine Worcestershire.

**I RESTORE STRENGTH**

Thousands of men are mere pignies of what nature intended them, backward, over sensitive, fearing to venture, delicate, easily discouraged, short of breath, weak nerved, lacking the grit, the "sand" which is the possession of vigorous manhood. They need Electricity, which is animal vitality. It is the foundation of all vigor. It is the fuel to the engine which runs the human machine. Electricity, as I apply it, is a source of new life to all parts of the body. My

Dr. McLaughlin's Electro-Vigor

Restores the snap, the vim and vigor of youth. Any man who wears it can be a giant in mental and physical development. Men, as you reach, have you, pains in the back, varicose, weak stomach, constipation, tumbling, rheumatism, enlarged prostate gland, or any of the results of early mistakes, excesses or overwork? My method of applying Electricity while you sleep at night will cure you. It fills the nerves with the fire of life. For twenty years I have studied Electricity as applied for the upbuilding of manly strength, and my method of treatment, now tried and successful, is the result of my study and experience. Electricity is life to the weak parts and to the nerves of the body. They cannot live without it. Get back the power and make yourself a man among men.

COME AND TEST IT FREE. A free test will be given to all who call at my office between 9 a.m. and 5:30 p.m. daily, Sunday 10 to 1. In this way.

I propose to convince those people who wish proof of the merit possessed by my method of the treatment. I will convince you that it is a success and will cure you, even after everything else has failed. Call at once.

Write To-day for My Free Illustrated Book and Full Information.

Dr. McLaughlin's book is published for free distribution to those interested in the development of vigorous health in men and women. It is profusely illustrated and describes my method of treatment and appliances. Sent sealed, free of request. Speed for it to-day. Cut out this ad.

Dr. M. A. McLaughlin Co.,

QUEEN'S ROAD CENTRAL, HONGKONG.

BRANCH: Corner of NANKING and KIANGSE ROADS, SHANGHAI.

Office Hours: 9 a.m. to 5 p.m., SUNDAYS, 10 to 1.

Intimations.

mitsui BISHI GOSHI-KWAISHA
(MITSUI BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1. ABC 6th EDITION, WESTERN UNION CODES USED.

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MANAGER, MITSUI BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KURE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. THOMPSON.

HONGKONG: H. C. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ANAYA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies the Imperial Armaments; the Imperial Railways; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigyo, Komatsu (Tagawa) and Matsushita Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

BOARD AND RESIDENCE.

'KILLADOON,'

ON North Spur of MORRISON HILL, 151, WANCHAI ROAD.—Light, Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.

For Terms, apply on the Premises, to Mrs G. S. WEBB.

Hongkong, July 20, 1904.

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on SATURDAY, the 27th AUGUST, 1904, at Noon, for the purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August inclusive.

By Order of the Board.

O. MOONEY, Secretary.

Hongkong, August 17, 1904.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LTD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong & Kowloon Wharf & Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & Co's Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the said resolutions will be proposed.

Should the said resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,000,000 to \$2,000,000 by the creation of 10,000 new shares of \$20 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE, Secretary.

1497

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 121, of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 5% for the Half-year ending 30th June, 1904, on the PAID-UP CAPITAL.

DIVIDEND WARRANTS, payable on MONDAY, the 29th August, will be sent to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 18th to 29th Inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, August 9, 1904.

1495

NOTICE TO MARINERS.

No. 205 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Kiutuan Lightship to be replaced by a Gas-lighted Lightship.

NOTICE IS HEREBY GIVEN that about the beginning of October next the present Kiutuan Lightship will be replaced by a Gas-lighted Lightship.

The New Lightship will be of steel, 70 feet long and 21 feet beam, painted Red with the word 'Kiutuan' on her sides in White Letters.

The Light will be exhibited from a lantern carried by an iron column, and will be Dioptric, Group Occulting, of the Fourth Order, showing a fixed White Light varied by two Eclipses every 20 seconds as follows:

Light 12 seconds.
Eclipse 2 "
Light 4 "
Eclipse 2 "
And so on.

The Centre of the Light will be 30 feet above the water, and the Light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-owl fog bell will be struck 3 double blows in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship be driven from her proper station, the usual Light will not be shown, but a fixed Red Light will be exhibited at each end of the vessel during the night and a Red Flag hoisted by day.

From the 1st of September until this change is made the fog signal on the present Kiutuan Lightship will consist of a Gong sounded every 15 seconds.

H. G. MYHRE, Acting Deputy Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, August 15, 1904.

1541

BOARD AND RESIDENCE.

ASTOR HOUSE.

(Old Government House)

168, QUEEN'S ROAD EAST.

Terms: 28 per Day—\$50 per Month.

Comfort of Visitors GUARANTEED.

Apply on the Premises.

Hongkong, August 9, 1904.

1460

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND PLANTS in the UNITED STATES and CANADA in connection with the GREAT NORTH-ERN RAILWAY from SEATTLE, as hitherto, by the Steamers of the NORTH-ERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEANIC S.S. COY. and OREGON MUTUAL S.S. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MARRAS, Manager.

Hongkong, May 21, 1904.

1493

Intimations.

RAINIER.**BEER.**

"THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP."

M. J. CONNELL,

7, Beaconsfield Arcade.

SOLE AGENTS:

HONGKONG and PHILIPPINES.

Hongkong, July 28, 1904.

1378

To Let.

- TO LET.

A LARGE OFFICE ON GROUND FLOOR of No. 2, WYNDHAM STREET. Possession 1st August, 1904.

Apply to THE SECRETARY, The Bowling Club, Ltd.

Hongkong, July 13, 1904.

1407

To Let.

NO. 4, ORMSBY VILLAS, Kowloon.

Apply to SAM WANG & CO., LTD., 61, Queen's Road Central.

Hongkong, July 20, 1904.

1408

To Let.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to SECRETARY, A. S. Watson & Co., Limited.

Hongkong, June 18, 1904.

1405

To Let.

SAVOY CHAMBERS, Kowloon, a Four-Room FLAT To Let.

Apply to ANGLO-AMERICAN STORES, Hongkong or Kowloon.

Hongkong, June 25, 1904.

697

To Let.

GODOWN NO. 6, NEW PRAYA, KENNEDY TOWN.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 28, 1904.

1382

To Let.

A EUROPEAN HOUSE, No. 158, PRAYA East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to JARDINE, MATHESON & CO.,

Hongkong, August 8, 1904.

1446

To Let.

NO. 52, HOLLYWOOD ROAD. Full View of Harbour.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy Flats of 2 or 3 Rooms, from \$25 per month of Taxes.

And others to suit various requirements.

S. A. SEITH, LAND & ESTATE BROKER, DAIRY FARM CO.

Hongkong, July 14, 1904.

2030

To Let.

OFFICES in Nos. 10 and 16, DES VUEX ROAD CENTRAL.

No. 17, WONG NAI CHONG ROAD, facing Race Course.

No. 1, CLIFTON GARDENS.

No. 1, RIVER TERRACE, in FLATS.

FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONRADSON ROAD (near Blake Pier).

GODOWNS PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, August 18, 1904.

1493

To Let.

NO. 10, AUSTIN AVENUE, Kowloon, Immediate Possession. Moderate Rental.

NO. 6, GRANVILLE AVENUE. Immediate Possession—Moderate Rental.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.

MODERATE RENTALS.

Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD.

Hongkong, August 18, 1904.

849

To Let.

STONEHAVEN, 35, Robinson Road, Containing VENTILATED ROOMS, with Kitchen, Servants' Quarters and a Spacious Tennis Court. Possession 1st September.

Apply to SAM WANG & CO., LTD.

Hongkong, August 8, 1904.

1450

To Let.

NO. 1, STEWART TERRACE, The Peak.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, March 25, 1904.

1404

THE RUSSO-JAPANESE WAR.

[FROM NORTHERN EXCHANGES.]

Russian Destroyers Left Taigtau.

A Taigtau telegram says three Russian destroyers left Taigtau accompanied by German destroyers on the 14th and returned next morning before daybreak.

TOKIO, August 14.

The Corvick now lies at the pier in the larger harbour near to the German cruiser Hertha, and the three torpedo boats destroyers Beschumi, Bepotchund and Bistrachni are in the inner harbour together near the German torpedo boat 890. The Beschumi has damage to her engines which will take two days to repair, but the other two have sustained no serious injury. Their guns are intact but they have only a small supply of ammunition. The Bepotchund and Bistrachni attempted to get through to Vladivostok but were pursued by Japanese cruisers into shallow water on the Korean coast where they made good their escape in the fog that prevailed. They steamed straight to Taigtau where they arrived on the morning of the 13th. They only passed one Japanese torpedo boat on the way which was travelling at high speed.

Orders have not yet been received from Berlin with regard to the treatment of the Russian warships in harbour.

The torpedo boat destroyers report that there are no men of war to be seen in Chemulpo harbour, that the Sanyang has been beached but that the Varyag and Koreet have not so far been raised.

Details of Naval Battle.

LATER.

Our Chief-Editor has obtained the further following particulars of the naval battle in the Gulf of Pechili on the 10th of August. 'Before the Russian vessels emerged from Port Arthur several ships were sent out chained together to sweep for mines to prepare the way and the Russian squadron then followed in single line. The flagship Corvick led, with the Retevan, Pramski, Follara, Policia, and Novik, and these in some distance were followed by the Scudovoi, Dvina, Zalada and Alcid. There was a line of torpedo destroyers on both sides of the battle-ships and cruisers. The Russian sighted the Japanese squadron steaming in two lines. One line consisted of the Asahi, Matsuyama, Fuji, Shikishima, Nishin, and Kurewa, and further astern were smaller cruisers. The Jicai, three smaller cruisers were to the westward of these other ships followed at some distance. The hostile fleets steamed parallel to one another about seven kilometres apart. The Corvick turned eastward and as soon as the Japanese saw this they made an attempt to head her off. The manoeuvre was thrice repeated and then both fleets opened fire at a range of about four miles. During the whole of the time the smaller Japanese vessels were steering floating mines which however were easily avoided by the Russians. The firing lasted about one hour and a half and there was then a cessation on the Japanese side, only to be resumed a little later, owing to the changed standing place of the sun.

At this stage the Corvick received a shot in the conning tower which damaged the steering gear and rendered the ship unmanageable. She involuntarily changed her direction, and the other ships of the fleet, which had been ordered to follow her, doing likewise, and, no signal of the accident being made thus being thrown into confusion, until the reason was ascertained. The Retevan, seeing the condition of the flagship, engaged them at a range of only eight hundred metres using both broadside batteries, and enabled the other vessels to regain their formation. The Retevan, although surrounded by the Japanese, managed to break through and rejoin the others, and Uchtonski, seeing the Corvick disabled took the command and signalled to the fleet again to break through to Vladivostok. At last the Corvick saw that the Retevan had lost her fighting tops and had a heavy list. The Corvick then made for the Shantung coast, lost touch with the fleet, and had the further engagement already reported. In Taigtau it is rumoured that afterwards the Retevan, Follara, Scudovoi, had gone back to Port Arthur.

Japanese Torpedo Boats

at Chedao.

Chedao, August 15.

During the night of the 14th and 15th, Japanese torpedo boats have been again in our port.

Land Fighting at Port Arthur.

A Chinese junk which left Yangchiang on Pigeon Bay on the 10th August reports that since the 7th instant up to the 11th there have been severe battles, and the Japanese occupied Suifuang and Wanlungshan. On the 8th inst., Japanese shells fell upon the coal store near the dock of Port Arthur and burnt it, and the buildings near by were also burnt.

Another

† Flagship of Viet-Armia Navy.

COTTON CULTIVATION.

What the Government is Doing.

Recently we had occasion to refer to the advisability of the Government taking in hand the experiment of cotton-growing in the New Territory. We pointed out that in all probability great success would attend the experiment if it were conducted under the direct supervision of the Botanical and Afforestation Department. We now learn that such is to be done.

The Government having placed a sum of money on the estimate for the purpose of testing the suitability of the New Territory for the growth of cotton, the work is to be taken in hand by the Botanical and Afforestation Department in the coming spring.

Mr. S. T. Dunn, Superintendent of the Department, informed a representative of the *China Mail*, who waited on him this morning, that the money voted by the Government was to be spent in purchasing cotton seed, a part of which would be experimented with under the direct supervision of the Department, and the balance distributed among the farmers of the New Territory who were willing to undertake cotton cultivation.

It had been suggested to the Department that some special land should be set aside for the purpose, but that phase of the question had not yet been gone into by the department. "It is my opinion," said Mr. Dunn, "that unless the farmers can see that they will be permanently benefited by the cultivation of cotton they are not likely to take it up. The amount of agricultural land available in the New Territory is very limited, and, of course, to the Chinese farmer rice is of paramount importance."

As to the suitability of the climate for cotton cultivation only the forthcoming experiments could decide. Cotton, as a rule, would thrive in any tropical country with a moderate rainfall, but conditions in Hongkong were very unusual, and it seemed likely that the fine dry winter months would prove trying to the plant, which required an occasional rainfall.

One feature about cotton cultivation which might induce the farmers to take it up was the fact that it was an annual crop, and, therefore, gave fairly quick returns. The cotton seed sown in the autumn and it is then that the Government will make its purchases, but planting cannot take place before spring, just before the rains, which will be fully twelve months before there is anything to show for it.

AN OLD RECORDER

A glimpse into the old-time history of this Colony was obtained by us on the other day when we came into possession of a copy of *Diwan's Hongkong Record*, dated Friday, March 14th, 1856. The little sheet of four large folio pages was issued gratis by Mr. Andrew Scott Dixon three times a week, and contained no advertisements only. It was started in 1850, the number referred to being No. 899, and was printed in the *China Mail* office as an adjunct to the business of that weekly paper, which had been established over five years before (February 1845) by Mr. Andrew Shortridge.

Mr. Scott Dixon retired from the business in 1863, after the little sheet had become the *Evening Mail*, and at that time the present proprietor arrived on the scene, and in a way formed a link in the chain of local history.

Who the "Wizard of the East" may have been we cannot say, but he was to give a performance in the *China Mail* office on the Monday following. A meeting of the Volunteer Fire Brigade is called by Mr. J. M. Armstrong (Secretary) to be held in the Royal Asiatic Society's room in the Court House. Miss F. Garrett had the principal military establishment, Messrs D. Silver & Co., were the chief caterers, and Commander Charles Barker, of the *Naval Officer* in charge of stores. Smith and Brimble also figure largely in the notices of sundry articles for sale.

A triple auction of yellow metal, wine and spirits, and household furniture is noted by N. Crawley, auctioneer. Messrs Russell & Co., Canton, ask for iron kettles and other articles. The sailing ship (no steamers then) are *Factor, Victor, Johanna, Samatra, Black River Packet, Penang, Golden Bell, Jamestown, Algha, Juno, Mauritius*. Some old hands may recall these names, or a few of them, but we are afraid most of the bulk has been broken up by this time. The communication between Hongkong and Canton seems to have been carried on by small steamers: *The Row and Thistle*, run by Adam Scott (Canton) and Y. J. Morrow (Hongkong) left nightly (Sundays excepted), from Hongkong at 6 p.m. and Canton at 5 p.m. There were three lines even in those days—*one, the S. S. Charles Forbes, fitted up expressly for the river traffic, was managed by Robert S. Walker on the Hongkong side, and by H. Rutledge & Co. at the Canton end of the line; and the other, the Williams, was managed by Maximilian Fischer at Canton and by Robert S. Walker on this side. These were day boats, leaving on alternate days, and the rate given and the days of departure fixed, it would seem that they ran in harmony and not in opposition, as happened in later years. Cargo was carried at 100 tons a term which recalls more of piracy than anything else to our more modern view. Messrs Paine & Co., Messrs Gibb, Livingston & Co., Messrs Phillips, Moore & Co., Messrs Lane, Crawford & Co. and even Brown, Jones & Co., all appear on the fourth page. It is significant that, among the stores advertised for sale, there are many references to wine, cognac and gin, but not once is whisky mentioned. This was before brandy gave place to the more wholesome spirit of Scotland. It is interesting to note the advance that has been made in journalism in the Far East and Hongkong during the last four or five decades.*

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 23rd at 11.16 a.m. orders were given to hoist the red S. One and red drum. On the 23rd at 11.20 a.m. The barometer has risen in the Philippines and in S. Formosa and has fallen in China.

The typhoon is situated off the NW coast of Luzon and is moving westward. Fresh NE. winds will prevail in the Formosa Channel and fresh to strong NW winds in the northern part of the China Sea.

Forecast:—Fresh to strong E. to NE. winds, fair.

RUSSIAN RAIDERS.

The Incidents Considered.

London, July 28.—A prolonged meeting of the Defence Committee was held yesterday, under the presidency of Mr. A. J. Balfour, the Prime Minister. Sir Robert Finlay, the Attorney-General, was present. Mr. A. J. Balfour, afterwards speaking in the House of Commons, said that he hoped to make a statement relative to the seizure by Russian raiders of the *Malacca* and other vessels to-day. Referring to the regrettable incident of the sinking of the *Knights Commander* by Russian raiders, Mr. Balfour said he feared Russia had committed a breach of international law. It was reported in the lobby of the House of Commons yesterday that a preliminary message had been despatched by the Government to St. Petersburg, protesting in the strongest language against the outrage committed by the Russian raiders in sinking the *Knights Commander*.

The *Rusky Vedomosti* (Russian News), of Moscow, in commenting upon the action of the Volunteer Fleet in the Red Sea and the sinking of the *Knights Commander* by Admiral Skrydloff's squadron off the south-east coast of Japan, warns the Russians that the British Navy is stronger than the combined navies of Russia, Germany, and France, and is able to immediately close the Baltic ports and to bombard the coast.

The *Debts of Paris*, states that the seizure made by Russian raiders ought to be guided less by right than by considerations of policy and opportunism. It is questionable, the newspaper continues, if they would interfere sufficient constraint to compromise them for the diplomatic risks they run of involving their nation with Great Britain and the United States.

The P. and O. Company's steamer *Malacca*, which was seized in the Red Sea on the 13th inst. by the *Peterburg*, of the Russian Volunteer Fleet, and which arrived at Algiers this morning in charge of a Russian prize crew, has been released.

After conference between the Prime Minister of the *Malacca* and the British Consul-General at Algiers (Mr. F. J. St. Hay Newton) and the Russian Consul (M. O. de Tomarsky) yesterday, the Russian flag on the *Malacca* was hoisted down at sunset yesterday, and the prize crew landed.

The British flag will be hoisted on the steamer at sunrise to-day.

Apparently the cargo of the *Malacca* had not been searched by the Russians.

Two British warships escorted the *Malacca* a part of the way in the Mediterranean on the voyage to Algiers, and then departed.

In the House of Commons this evening Mr. A. J. Balfour, the Prime Minister, made a reassuring statement respecting the negotiations with Russia.

July 29.—Mr. A. J. Balfour, the Prime Minister in the House of Commons, and the Marquis of Lansdowne, the Secretary of State for Foreign Affairs in the House of Lords, made statements last night regarding the negotiations with Russia concerning the seizure of the P. and O. steamer *Malacca* in the Red Sea, the sinking of the *Knights Commander* by the *Viadostok* squadron, and the passage of the *Dardanelles* by steamers of the Russian Volunteer Fleet.

These statements showed that the Government took the strongest possible exception to the seizure of the *Malacca* by the *Peterburg*, of the Volunteer Fleet, on the ground that no ship of War could issue from the Black Sea. It was intimated, they pointed out, that an apparently peaceful vessel which had been transferred into a warship immediately she passed the *Dardanelles*.

Russia without admitting the general principle contended for by Great Britain that Great Britain as regards the *Malacca* by promising to release her as soon as orders be conveyed to the prize master. The *Malacca* was now released and was lying in the harbor of Algiers.

Another result of British representations was that Russian give assurances that if the Volunteer Fleet made further captures before orders reached them such vessels would be released. Orders had also been given to prevent a recurrence of similar captures, and Great Britain had been assured that the Volunteer Fleet would be withdrawn from the Red Sea.

Other serious questions related to the status of the Volunteer vessels, and to international engagements respecting the *Dardanelles*. Without saying that the two Governments had agreed upon a general principle, the British Government, the Minister in his statement announced, did not anticipate any practical violation of British views of those engagements.

'Knights Commander' Outrage.

The *Knights Commander's* was seized by the Russian steamer *Great Britain* held that it was not proper for the captain of a cruiser to remove from a merchantman alleged contraband without the intervention of a prize court. Otherwise, the necessary foundations of equitable relations between belligerents and neutrals would be cut at the root.

The sinking of the *Knights Commander* was a very serious breach of international law, and was entirely contrary to the accepted practice of nations. Great Britain had made a strong remonstrance, accompanied by a request for the prevention of similar occurrences. Further, Great Britain had demanded the release of the *Knights Commander*.

The British Government, the Ministers continued, had a strong impression that Russia would disavow the conduct of persons concerned in the outrage, and would give orders to prevent a recurrence of such an act. Undoubtedly the captain of a neutral ship ought to stop when summoned by a belligerent, and allow an examination of his papers.

Compensation for the sinking of the *Knights Commander*, it was stated, was still open to negotiations.

The British newspapers comment the unmistakable firmness of Mr. Balfour in dealing with Russia, and consider that so long as Russia practically respects international treaties it is unnecessary for Great Britain to insist upon the renunciation of Russian contentions.

When the P. and O. Company's steamer *Malacca* was seized the Russian engineers replaced the British officers. The bearings of the machinery became heated before the *Malacca* was released, and the Russians were obliged to ask the British engineers to put the engines right. The prize crew were very polite.

Our Prison Population.

The accommodation of Victoria Goal is, at present, very heavily taxed to find room for the convicts and prisoners who are being crowded into it from the Magistracy. One day last week the prisoners in the goal are said to have numbered 700, and at present the total is not far short of that number. In addition to this there are about 100 Chinese incarcerated at Causeway Bay, so that the Colony has a not inconsiderable prison population, considering that the majority of hardened offenders are banished after serving their sentences.

By English law, a motor weighing over 5 cwt. must be capable of being worked backwards or forwards.

THE TIBET MISSION.

Major Brotherton's Death.

Via Gyantse, August 1.—On the 23rd we camped on the bank of Yomdok Lake below Khamba Pass, 16,000 feet high, which commands a view of the Brahmaputra and the approach to Lhasa; the ascent to the pass is 1,000 feet and the descent to the valley 4,000 feet. From the pass we looked down on a valley covered with green and yellow cornfields, scattered homesteads surrounded by clumps of poplar, willow and walnut. This is a most fertile part of Tibet with luxuriant crops of barley, wheat and peas, both fed by rain and irrigation. The breadth of the valley averages about two miles, divided into fields by sand-banks between which is about 300 yards. The previous estimates of the expense of the valley and the river gathered from native travellers are most exaggerated. All this unexplored country is now for the first time being carefully mapped by European surveyors.

On the 24th we camped beside the river. The enemy were seen retreating up the Kyichu valley, apparently in a disorganized state. Save for the feeble resistance at the Karo La the Tibetans so far have made no attempt to check our advance since Gyantse. Forts have been left unoccupied, walls and sangars deserted and bridges intact. The Tibetan army is now in a state of confusion, and the British force is advancing rapidly.

On the 25th the two British boats converted into a raft captured and Major Brotherton, Chief Supply and Transport Officer, and two Gurkhas were drowned. Major Brotherton was an expert in his Department and had provided successfully for the unparalleled transport difficulties of this expedition. His loss is a calamity.

On the 26th Colonel Younghusband received a letter from the National Assembly entrusting him not to press forward but to wait for the delegates on the road. Colonel Younghusband sent a verbal message which was forwarded by the delegates to Lhasa, that he could not defer his advance but was willing to discuss matters on the road. This is interesting as the direct communication Great Britain has over received from the Lhasa Assembly, and it is also significant that the Tibetans have at last gone back a point resting on our terms.

The rumour of the capture of Lhasa is confirmed. The Kham people first attacked the Chinese and about twenty were killed on either side. It is reported all is quiet now.

The passage of the river is both difficult and dangerous, the ferry boat being constantly swept down stream owing to the great strength of the current. It will take several days to cross. The mules are being swum over. This camp is only thirty miles from Lhasa.

Simla, August 2.—The British boats which captured upon the waters of Scorpion Lake, over a part of which the Mission marched, and were found to work admirably. Their failure upon the river must have been due to the roughness of the water.

The following has been received from General Macdonald, dated 21st August, 1st August. Chakras, 1st August. On July 23 we marched from Pote Jung to Denzong at the foot of the Kamba La in pouring rain. On July 24 I marched across the Kamba La, 16,000 feet, to Kamba Bari on the bank of the Brahmaputra, sending on the whole of my Mountain Infantry under Major Igliddon to the foot of the Kamba La, and two large ferry boats were taken possession of, whilst Chakras was occupied by the Mountain Infantry for the night. Some hundreds of the enemy were observed on the opposite side of the river flowing towards Lhasa. Messengers from the Tibetan National Council arrived in the evening, and on July 25 we marched to Chakras and commenced the passage of the Brahmaputra, which is here about 160 yards wide, with a heavy volume of water and a strong current. We succeeded in crossing on the 26th, and on the 27th, by nightfall, and seven Companies of Infantry and two large ferry boats, extremely tired, returned to report that Major Brotherton, my Chief Supply and Transport Officer, was drowned, together with two Gurkhas, by the capsizing of a boat during the crossing of the river, also one man of the Guides Infantry and two of the Mountain Infantry were drowned whilst crossing the river. The were drowned whilst crossing the river. The were drowned whilst crossing the river.

On July 28 the passage of troops across the river was proceeded with, but, owing to the river having risen a foot, progress was not so fast as yesterday. The Chagayop Champo, the Ta Lama and the Dhoogayop Champo arrived at Chakras Monastery during the afternoon from the other side of the river to see Colonel Younghusband.

Alibab, August 3.—The heavy rains in Tibet have seriously hampered the transport service and a reduction in the number of troops may be expected the moment any settlement seems assured. This will be advisable owing to the difficulty of providing supplies for the different parties from Lhasa who met Colonel Younghusband at the passage of the Brahmaputra received a letter from him with which they proceeded to the Dalai Lama. It is believed that this is really a serious effort on the part of the Tibetan authorities to negotiate and they are also anxious to see the British force.

The Mission, with its escort, should be under the walls of Lhasa by the end of this week.

Via Gyantse, August 4.—Durban with the Lhasa delegates take place almost daily but with little result. On the 23rd the delegates brought a letter from the Dalai Lama assuring us of his desire for friendly relations, but emphasizing the request not to proceed. The delegates say his life might be endangered by the intrusion of foreigners into the capital. He evidently fears violence from his subjects. This is the first direct communication we have received from the Dalai Lama, and also hint at danger to their own lives if we proceed, and severe punishment if they fail to conclude satisfactory negotiations. They further plead the poverty of the country round Lhasa. The supplies, they say, are insufficient to feed the army, and they state that Gyantse is more fertile. They are willing to negotiate anywhere but at the capital.

It has been intimated to the Councilors that delay in the settlement will only increase the indemnity to be paid. The Lhasa have been assured that their religion will be respected, and the sacred buildings at Lhasa will not be injured.

AS USUALLY TREATED a sprain will disable the injured person for three or four weeks, but if Chamberlain's Pain Balm is freely applied, complete cure may be effected in a few days. Pain Balm also cures rheumatism, cuts, bruises and burns. For sale by All Dealers in Medicine. For full particulars apply to Chamberlain & Co., Ltd., General Agents.

THE SEA WOLVES.

The British steamer *Crusier*, which went ashore near Yokohama, Japan, some time ago, arrived in the harbour yesterday afternoon. The *Crusier* is one of the vessels engaged in the South African emigration traffic, and is under the command of Captain H. E. Steele.

After about a month and a half delay the sailing ship *Trop* has at last succeeded in getting out of Manila harbor. The heavy winds that have been blowing of late made it impossible for her to start on her voyage. The steamer *Gulf of Venice* towed her to the high seas on the 19th, and she then started under her own canvas for St. Helena, laden with hemp.

THE DAMAGED 'ASEKOLD.'

A representative of the *N.O. Daily News* writing with regard to the *Asekold* says:—It appears that twelve men and one officer were killed on the cruiser *Asekold* and about fifty wounded, many of them very severely. When one sees how the vessel has been knocked about, it is surprising that the casualties were not greater. The work of repairing the vessel is going on night and day, and at midnight the crash of the hammers and the noise of the workmen could be heard far across the river. It is the opinion of those who are competent to judge that the cruiser could be patched up sufficiently to enable her to go to sea in about ten days, but that to thoroughly overhaul her would require a month or six weeks. The men seemed to be under the impression that they would very soon be putting to sea once more again to try and capture the enemy. Some of the guns belonging to *Farnham, Boyd & Co.*, at the Cosmopolitan Dock, are, it is believed, being fitted up for the accommodation of the officers if it should be found desirable for them to stay on shore while their ship is being repaired.

An inspection of the vessel showed that the cruiser had been damaged as follows: The first and third smoke stacks had been riddled with bullets from machine guns at the base on the superstructure deck. The after smoke stack had been cut in two and telescoped about half-way from the top. The gun was only held in position by the guy ropes. An 8-inch armour-piercing shell had entered the deck about 100 feet above the water line and lodged in the coal bunker. A 12-inch shell had exploded in the starboard hammock netting amidship. Fragments of this shell had riddled and destroyed four metallic life-boats. Another similar exploding shell had entered a stateroom on the starboard quarter, and after passing the way across the deck had exploded in the officers' quarters on the port quarter. Needless to say that it had destroyed everything that it had come into contact with. A deck house on the superstructure under the forward bridge was riddled with pieces of the shell that had exploded in the forward smoke stack. The damage to such an extent that they were probably beyond repair. The torpedo net was also damaged, and in such a condition that it is practically useless. There is also very serious under-water damage, a torpedo having made a big hole through one of the bulkheads, but the vessel's engines and boilers are reported to be in good condition. The crew are missing from the sponsons amidships on each side of the vessel. It was surmised at first that these had been dismounted in action, but a more likely theory is that they were removed for use in the fortifications at Port Arthur.

The *Asekold*, having come up river, was used as a jolly boat by the Cosmopolitan Dock. Her damaged funnel was then removed and shortly before three o'clock on the 18th, when she was timed to go into dock, the foremost funnel was also lifted clear from its bed by the big shears. Large numbers of people were on the wharf when the *Asekold* was towed off. She was seen by the tug *Victoria* and *Kong-mun*. Her bow was then made fast to two captains by stout hawsers and the tug towed her stern round so as to bring her into proper position to enter the dock. When her bow was fast in the proper direction the hawsers attached to it were snapped, and it took some minutes to replace the dock and stow hawsers were brought from the stern, round beams on the ship's side, and then attached to steam capstans. All the capstans were then set to work, and the huge vessel began to move slowly inwards. Before very long, however, the hawsers on the port side of the stern snapped, and it took some minutes to replace the dock. The ship began to move slowly inwards again, but when about halfway in the tide had fallen so far that her bottom was scraping the mud. It was found impossible to get her in further that tide, so she was made fast where she was, and as the tide rose, she was allowed to float. The dock was then raised, and the vessel was moved slowly inwards again. No visitors were allowed on board. The men seemed to have quite recovered their spirits, and from their demeanour one would hardly think that they have been through several months' trying service. The people who came down to see the vessel were anxious to obtain mementoes in the shape of fragments of shells, but these were not easy to find. The first funnel which was taken down looked like so much brown paper. It was riddled through and through, and the wonder is that it did not fall over the side on the voyage down. It was rather curious to see the number of Japanese photographers come down shortly after the vessel had been made fast. The Russians did not seem to resent their presence at all, but appeared to be rather amused. Two foreigners on board seemed to think that, as they were made several frantic efforts to get down the gangway. Only one wounded man was to be seen on deck, and he had some slight injury to the eye. A priest was occasionally seen walking up and down chatting with the officers and men. His long black hair, and black cassock looked strangely out of place on the ship's deck. The *Asekold* was dressed in rainbow fashion in honour of the birth of an heir to the throne.

PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 6th September, 1904, at 1 p.m., the Company's Steamship *MANOHA*, Captain MOURAD, with MALES, PASSENGERS, SPORE, and CARGO, will leave this Port for MANOHA, via Porto of Lhasa, transshipping Passengers and Cargo at SAIGON to S. Formosa.

Cargo and Specie will be registered for London & all for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 6th September, SPORE and Parcel received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required. For further particulars, apply to the Company's Office, G. DE CHAMPAUX, Agent, Hongkong, August 23, 1904. 1554

BY WHARF AND WAVE.

THERE IS BUT ONE

SPEEDICUT
High Speed Tool Steel,
and that is

FIRTH'S SPEEDICUT

SOLE MAKERS,
Thos. Firth & Sons,
LIMITED,
Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 20-3

WANTED.

The cruisers of the *Viadostok* squadron have escaped again from Admiral Kanimura's battleships. — *Daily paper.*

Soreened by the thick dark pine trees, and soundless over the snow, in the track of the quivering hooves, the loping land wolves go.

But faster the majestic forest, and thicker the sea-fog gray. Where gathering close in the darkness the sea-wolves prowl for prey.

Swift as the hurrying tempest, Must like the folding eagle, Gallop the spectral sea-wolves, Ranging where'er they list, And doomed is the helpless transport, As she rolls with the gale abeam, When over the waste of billows, The great white eyeballs gleam.

Vainly she strives, despairing, To escape from the fierce-fanged pack, The gaunt sea-wolves have marked her, They circle on the track.

And how can she hope to cheat them, Deep laden, laboring through, When for each league she covers The sea-wolves come two.

Nearer they loom, and nearer; The curtain of night is drawn, And evening, shivering, ruthless, The sleep at her throat at dawn. One glance to the far horizon, No help in a word or a sign!

The foam that was white is crimson, And the pack sweeps on once more. And now they have 'em, emboldened, Drawn near to the harbor gates; They spring on the peaceful trader, Who hard by his market waits; And then, ere the wailing hunter Hath girded his weapons on, Like the winds that pass in the midnight, The grey sea-wolves are gone.

And over the steps of ocean, Through mist and a gathering gale, The sea-wolf's forefoot passes, Leaving no track nor trail; Save only the broad wake foaming, That gleams for a moment white; Then, keeping the sea-wolf's secret, Mobs swiftly into the night.

Where does the pack find refuge? Where do the sea-wolves rest? Question the storm-blown reeds, Ask where the white sails nest; Far from the traders' highway, And the tracks of the merchantmen; Sucking aright with courage, You may find the sea-wolves' den.

Deep in some distant inlet, Bottle-necked, opening wide; Screened by the jutting headlands, Haply the sea-wolves hide. And the watchful hunters, questing, Far out on the lonely main, By day and by night, untiring, May seek their quarry in vain.

But the sea-wolves, hunger-driven, Must raven abroad once more; And haply the hunters, searching, Shall find them far from shore. And there, on the hurrying tempest, The howls of the pack shall rise.

And the little storm-blown petrels Shall peep at the sea-wolves' eyes. — J. S., in *Sydney Daily Telegraph*.

Sculling Championship of the World.

The sculling championship of the world between George Towns, the holder of the championship, and Richard Tressider, the challenger, was rowed on the Paramatta River, N.S.W., on June 30. The weather was perfect and thousands of people witnessed the race, which resulted in a win for Towns by about seven lengths. Time, 21 mins 48 and four-fifths secs.

SEVENTY-TWO per cent. of the 45,000 women who annually pass through British prisons have been convicted at least once. Seven thousand of them have been convicted 20 times or more.

To-day's Advertisements

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

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Hongkong, January 5, 1904. 20-3

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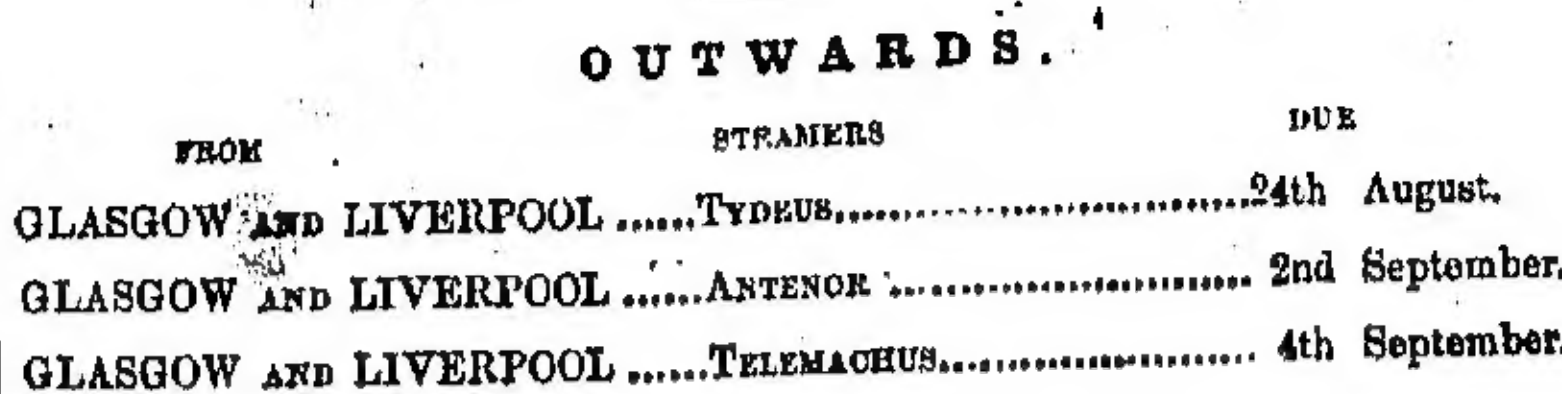
But faster the majestic forest, and thicker the sea-fog gray. Where gathering close in the darkness the sea-wolves prowl for prey.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.**



HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP...	PELUS	30th August.
LONDON, AMSTERDAM & ANTWERP...	GLAUCUS	13th September.
* GENOA, MARSEILLES & LIVERPOOL...	INDOMENUS	22nd September.
LONDON, AMSTERDAM & AN ^W WERP...	TYDEUS	27th September.

* Calling Course for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA, and } TELEMACRUS 7th September.
all PACIFIC COAST PORTS }

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 22, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
CHEFOU, WEI-HAI-WEI & TIENTSIN.	KARU	26th August.
SHANGHAI.	WOOSTON	29th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN.	CHANGHUA *	13th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.
A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
Per Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, August 23, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—**Surgeon** and **Stewards** carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
CAIRO	2540	R. Rodger	Manila Direct	Aug. 27, at 16 a.m.
RUHI	2340	R. W. Almond ...	Manila Direct	Sept. 10, at 19 a.m.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.
HONGKONG, AUGUST 20, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

**HONGKONG DIRECT (or via TAKU or CHIN-WAN-TAO) to
DURBAN. NATAL.**

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. SWANLEY	...	...	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	...	...	J. W. MARTIN.
S.S. ORANLEY	...	...	...	W. E. STEELE.
S.S. IKBAL	...	...	...	A. JENNINGS.
S.S. ASOOT	...	...	...	C. E. COX.
S.S. TWERDDALE	...	...	...	T. M. MILNE.
S.S. LUTHEIAN	...	...	...	J. G. WILLIAMSON.

The next departure will be the s.s. *LUTHEIAN*, sailing from here on or about 5 September, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 18, 1904.

Shopping

Shipping.

COMPAGNIE DES MESSAGERIES
MARITIMES.
—
PAQUEBOTS-POSTE FRANCAIS
—
FOR SHANGHAI, KOBE AND
YOKOHAMA.



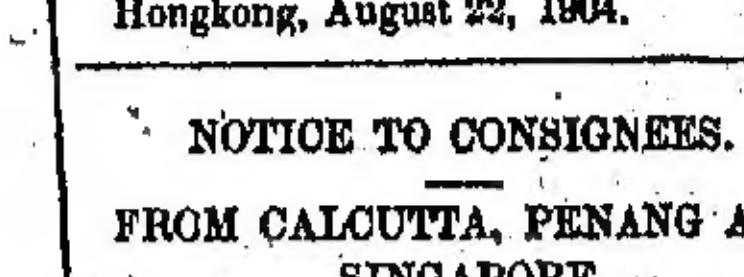
BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM RANGOON AND SINGAPORE

THE Co.'s Steamship Pandua, having arrived from the above Ports, Cargoes of Cargo by her are hereby informed that their Goods will be delivered in alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, 24th instant, will be landed at Consignee's risk and expense into Godowns at 1st Port.

No Fire Insurance will be effected. Bills of Lading will be countersigned.

JARDINE, MATHESON & CO.
General Managers.



THE Steamship Lightning, arrived from the above Ports, signifies of Cargo are hereby informed their Goods will be delivered from side.

Cargo impeding the discharge will be landed at once at Consignees risk and expense. Cargo remaining on board 2 p.m. of the 26th Instant, will be

Consignees' risk and expense at the Godowns of the HONGKONG AND SHANGHAI STEAMSHIP COMPANY, LIMITED.

Consignees of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from above-named Godowns, as the discharge of such Cargo impeding the discharge of other Goods.

Vessel will be landed and stored at the Godowns' risk and expense.

No Fire Insurance will be effected on Goods.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, & Co.
Agents.
Hongkong, August 22, 1904.

Co.,
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CO.
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NOTICE TO CONSIGNEE
THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY
STEAMER FORMOSA

FROM ANTWERP, LONDON,
SAID, SUEZ, AND STRA

CONSIGNEES of Cargo by the
named Vessel are hereby
that their Goods are being la
placed at their risk in the Hox
of the River and General

1470 This vessel brings on Cargo :
From London, &c., ex s.s. F
Optional goods will be landed
Instructions are given to the com

1 p.m., To-day.
Goods not cleared by the
at 4 p.m., will be subject to reu
No Fire Insurance will be eff
in any case whatever.
Damaged Packages must be
Godowns for examination by
signees and the Company's rep

CO.,
1495
NEW

Hongkong, August 22, 1904.

BOSTON STEAMSHIP CO.

NOTICE TO CONSIGNEES

STEAMSHIP SHAW

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1875

FROM SEATTLE, VICTORIA
HAMA, KOBE AND

THE above Steamer having
signees of Cargo are here
to send in their bills of Lading
signature and to take immediate
signature and to take immediate

their Goods from alongside.
Cargo impeding the discharge of the
Vessel will be landed and stored at the
signees' risk and expense.
No Fire Insurance will be required of
us in any case whatever.

DODWELL & CO
Agents.

HONGKONG, August 22, 1904

SECOND EDITION

HISTORY OF THE CHU

INDIA, BUENA, SIAM,
PENINSULA, CAMBODIA, ANN-
COREA AND JAPAN
Entrusted to the SOCIETY
"MISSION STRANGERS"
Translated by EDWARD HARRIS
and
Reprinted from THE CHINESE

WEST. 313

PRICE ONE DOLLAR

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FOR SALE at The 'CHINA M
5, Wyndham Street

on week
on Sun-
week days.
7.30 P.M.
including
ticket \$1.

For Nervol
Exhaust



CHAROT

3rd Class
\$3. Re-
dinner
\$5. On
for each
for 2 or

PHOSPHOLYCERATE

PHOSPHOGLYCERATE
(CHAPOTEAL)
PHOSPHOGLYCERATE C
(CHAPOTEAL)
S. rue Vivienne, PARIS-FRANCE

Street. For Sale by A. R. Warner & Co.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Old Bailey Lane, Lombard Street, E.C. 4.
 & Co., 30, Cornhill, London, E.C. 4.
 & Co., 81, Cannon Street, E.C. 4.
 & Co., 160 & 161, Leadenhall Street, W. M. WILLS, 161, Cannon Street, E.C. 4.
 & Co., 160 & 161, Cannon Street, E.C. 4.
 & Co., 160 & 161, Cannon Street, E.C. 4.

PARIS AND EUROPE.—MATHISON, FAYRE & Co., 18 Rue de la Grange Bateliere.
 NEW YORK.—THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.
 SAN FRANCISCO.—American Press, 100, Market Street.
 & Co., 100, Market Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.
 CEYLON.—W. M. SMITH & Co., The Apothecaries Co., Colombo.
 BATAVIA.—H. M. VAN DER COOL & Co., Singapore, Straits, & Co., & Co., 100, Market Street.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.
 CHINA.—AMONG, N. MOORE & Co., Limited, Hongkong, Shanghai, & Co., & Co., 100, Market Street.

THE CHINA MAIL, 100, Market Street, Hongkong, Shanghai, & Co., & Co., 100, Market Street.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.50 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 5.30 p.m. Every 15 minutes.

NIGHT CARS.
 8.45 p.m. and 9.45 p.m. Every 15 minutes.
 10.45 p.m. every half hour.
 SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 10.00 a.m. Every 15 minutes.
 10.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.
 Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, June 23, 1904.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES: \$25 per Quarter.

No Charge for Initial Installation.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk sets can be supplied.

ELECTRIC SUPPLIES: BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, SWITCHES, TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—2 ICE HOUSE ROAD.

W. Stuart Harrison, A.M.I.C.E., Manager.

Hongkong, April 13, 1904.

WASHING BOOKS.

WASHING BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

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Insurance.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1903, £16,898,660.

Authorized Capital £2,000,000.
 Subscribed Capital £2,750,000.
 Paid-up Capital £2,750,000.
 Reserve Funds £3,858,961 12 3.

III—Life and Annuity Funds £13,148,188 7 7.

Revenue Fire Branch... £1,935,128 0 0.
 Life and Annuity Branches... £1,615,765 11 9.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Hongkong, June 19, 1904.

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... £10,000,000.
 Reserve Fund... £10,000,000.
 Sterling Reserve... £10,000,000.
 Silver Reserve... £10,000,000.

REVENUE LIABILITIES ON PROPERTIES... £10,000,000.

COURT OF DIRECTORS: A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. W. J. GERRARD, Esq., Hon. E. SHAWAN.

E. GOETS, Esq., N. A. SIEBE, Esq., H. W. BLADE, Esq., E. S. WHEELER, Esq., H. SHILLING, Esq., CHIEF MANAGER.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits: For 3 months 2 1/2 per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, July 21, 1904.

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Banks.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

CAPITAL SUBSCRIBED... YEN 6,000,000.
 CAPITAL PAID-UP... YEN 2,600,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Keelung, Nagsaki, Nagasaki, Osaka, Shanghai, Yokohama.

HONGKONG OFFICE: 4, QUEEN'S ROAD.

Interest received on Current Account.

Deposits received on terms which may be learnt on application.

Hongkong, February 2, 1904.

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 18, 1904.
 At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Mai Lung Pa... lb 18.

Corned—Ham Ngau Yuk... lb 18.

Roast—Shiu... lb 18.

Breast—Ngau Lam... lb 18.

Soup—Tong Yuk... lb 18.

Steak—Ngau Yuk Pa... lb 18.

Cutlet—Ngau Lan Sirloin... lb 18.

Sausages—Ngau Cheung... lb 18.

Bullock's Brains—Slow... per set 9.

Tongue fresh—Ngau Li... each 45.

Corned—Ham Ngau Li... lb 18.

Head—Ngau Tau... lb 9.

Heart—Ngau Sum... lb 9.

Hump, Salt—Ngau Kin... lb 9.

Peet—Ngau Kerk... each 8.

Kidneys—Ngau Yiu... lb 18.

Tail—Ngau Mei... lb 9.

Liver—Ngau Con... lb 9.

Tripe (undressed)—Ngau To... lb 5.

Calves' Head and Feet—Ngau chait-tau-kak... set 75.

Mutton Chop—Young Pui Kwat... lb 26.

Leg—Young Pui Kwat... lb 26.

Shoulder—Young Shou... lb 22.

Pigs' Chittings—Chi chong... per set 2.

Brains—Chi Kow... lb 12.

Feet—Chi Kerk... lb 12.

Fry—Chi Chak... lb 15.

Head—Chi Tau... each 8.

Heart—Chi Sum... each 7.

Kidneys—Chi Yiu... lb 24.

Liver—Chi Con... lb 23.

Pork Chop—Chi Pui Kwat

Vessel Advertised as Loading.

Vessel Advertised as Loading.

23.	Australian Ports	Eastern (s)	Gibb, Livingston & Co.	Sept. 17, at Noon.
	Australian Ports	Changsha (s)	Butterfield & Swire	September 22.
	C'moy, Wei-hai-wei	Pundua (s)	Jardine, Matheson & Co.	Aug. 26, Daylight.
	C'moy, Wei-hai-wei	Kansu (s)	Butterfield & Swire	August 28.
	Gedong, Kara, I. pool.	(domeneus) (s)	Butterfield & Swire	September 22.
	L'com, Am'dam, A'erp.	Tydeus (s)	Butterfield & Swire	September 27.
	Haver, L'lon & A'erp.	Merlinshire (s)	Shewan, Tomes & Co.	About Sept. 7.
	Java Ports	Pijiljap (s)	Jawa-China Japan Lip	2nd half of Aug.
	Japan via Shanghai	Yamaguchi (s)	Jawa-China Japan Lip	1st half of Sept.
	L'lon, Am'dam, A'erp.	Tijmah (s)	Jawa-China Japan Lip	1st half of Sept.
	L'lon, Am'dam, A'erp.	Polans (s)	Butterfield & Swire	August 30.
	L'lon, Am'dam, A'erp.	Glaucus (s)	Butterfield & Swire	Sept. 13.
	London, &c.	Coremendall (s)	P. & O. S. N. Co.	Aug. 27, at Noon
	London, Antwerp &c.	Java (s)	P. & O. S. N. Co.	About Sept. 2.
	London & Antwerp	Benvorlich (s)	Gibb, Livingston & Co.	About Sept. 7.
	Marcellus via Saigon	Manche (s)	Messageries Maritimes	Sept. 6, at 1 p.m.
	Manila	Tremont (s)	Dodwell & Co. Limited	About Sept. 10.
	Manila	Zedro (s)	Shewan, Tomes & Co.	Sept. 10, at 10 a.m.
	Manila	Longsang (s)	Jardine, Matheson & Co.	Aug. 28, at 4 p.m.
	New York v. Suez Canal	Abthol (s)	Dodwell & Co. Limited	About Sept. 23.
	New York v. Suez Canal	Eysem (s)	Shewan, Tomes & Co.	About Sept. 3.
	New York v. Suez Canal	Hudson (s)	Standard Oil Co.	About Sept. 16.
	Shanghai	Obusan (s)	P. & O. S. N. Co.	About August 26.
	Shanghai	Woosung (s)	Butterfield & Swire	August 29.
24.	Shanghai, Moji & Kobe	Eastern (s)	Gibb, Livingston & Co.	Aug. 24, at Noon
	Moji, Kobe & Y. hama	Ernest Simons (s)	Shewan, Tomes & Co.	About August 24.
	Shanghai, Kobe & Y. hama	Arabia (s)	Sunder, Wierler & Co.	Aug. 23, at 1 p.m.
	Shanghai & Portland, Or.	Argonia (s)	Portland & A. S. Co.	Aug. 25.
	Shanghai & Portland, Or.	Nunumtania (s)	Portland & A. S. Co.	Sept. 14.
	Shanghai & Portland, Or.	Tritos (s)	Portland & A. S. Co.	October 10.
25.	Shanghai, Amoy & Amoy	Frithjof (s)	Oosaka Shosen Kaisha	Aug. 24, at 10 a.m.
	Shanghai, Amoy & Amoy	Triumph (s)	Oosaka Shosen Kaisha	Aug. 28, at 10 a.m.
	Shanghai, Amoy & Amoy	Bl. Struve (s)	Oosaka Shosen Kaisha	Aug. 31, at 10 a.m.
	Shanghai, Amoy & Amoy	Shawmut (s)	Oosaka Shosen Kaisha	Sept. 4, at 10 a.m.
	Shanghai, Amoy & Amoy	Shawmut (s)	Douglas & Co.	Sept. 4, at 1 p.m.
	Shanghai, Amoy & Amoy	Shawmut (s)	Dodwell & Co. Ltd.	Aug. 31.
	Shanghai, Amoy & Amoy	Shawmut (s)	Dodwell & Co. Limited	October 1.
	Shanghai, Amoy & Amoy	Shawmut (s)	Canadian P'fic R. Co.	Aug. 24.
	Shanghai, Amoy & Amoy	Shawmut (s)	Canadian P'fic R. Co.	Sept. 21.
	Shanghai, Amoy & Amoy	Shawmut (s)	Canadian P'fic R. Co.	October 12.
	Shanghai, Amoy & Amoy	Shawmut (s)	P. & O. S. N. Co.	Aug. 24, at 10 a.m.

SHARE LIST.—QUOTATIONS

Dock
24.

SHARE LIST.—QUOTATIONS

August 23, 1904.

Stocks.	No. of	Value.	Paid	Clos
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	BANKS.	\$	p.	Cash.
23.	Hongkong and Shanghai Bank Corp.	80,000	£ 125	all \$260, ex div., buyers
24.	National Bank of China, Limited ...	19,970	£ 10	£ 8 London, £88
	Do. Founders' shares	22,955	£ 10	£ 838, buyers
	MARINE INSURANCES.	750	£ 1	£ 1310, buyers
	Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50 £220, buyers
	China Traders' Insurance Co., Ltd.	24,000	£ 83.38	25,825
	North-China Insurance Co., Ltd.	10,000	£ 16	£ 174. 67½
	Union Insurance Society, Ltd.	10,000	£ 250	£ 100 \$545, buyers

Insurance Association, Inc.	\$,000	100	50	\$100
FIRE INSURANCES.				

China Fire Insurance Co., Ltd.	20,000	100	20	988, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$310, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	50	all	\$230, ex div.
Geo. Fenwick & Co., Limited.	10,000	25	23	\$48, sellers
New Amoy Dock Co., Ltd.	6,000	63	8	\$27, sellers
S. C. Farquhar, Bock & Co. Ltd.	55,700	11a	100	176
STEAMBOATS, ETC.				
China and Mantse S. S. Co. Ltd.	30,000	50	50	\$35, buyers
Douglas Steamship Co., Limited	20,000	50	all	\$36, sales
H.K. Co. & M. Steamboat Co. Ltd.	80,000	15	15	\$28, ex div.
Indo-China S. N. Company, Limited	50,000	2	all	\$115, buyers

Company, Ltd.	10,000	10	10	898, 60
	10,000	10	5	898, 60

Wheat	Shell Transport & Trading Co., Ltd.	100,000	£	1	1	24/- buyers
	do. Preference.	7,000	£	10	10	48-10
	Taku Tag and Lighter Co., Ltd.	8,890	Tls.	50	Tls.	30
	Shanghai Tag & Lighter Co., Ltd.	200,000	Tls.	50	Tls.	47, buyers
	do. Preference.	100,000	Tls.	50	Tls.	46, buyers
	RYNKAH					
	China Sugar Company, Limited	20,000	£	100	a	£190, buyers
	Luzon Sugar Company, Limited.	7,000	£	100	a	89, buyers
	Perak Sugar Cultivation Co., Ltd.	7,000	£	50	T	Tls. 60
	WHEAT					
HE. & Kow, Ward & Godown Co.	30,000	£	50	all	£116, sellers	

id Hongkew Wharf Co....	20,100	Ts. 100	Ts. 100	Ts. 160
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Hongkong Land Investment and Agency Company, Limited	50,000	\$	100	100	\$163, sales
Shanghai Land Investment Co., Ed.	52,000	\$	50	Ma. 50	Tls. 112, sellers
Kowloon Land and Building Com- pany	6,000	\$	Tls. 30	\$0	\$38, buyers
Wei-hei-wei Land & Building Co., Ed.	3,764	Tls.	25	Tls. 25	Tls. 10
Humphreys Estate & Finance Co.	100,000	\$	10	all	\$13, sales & sellers
West Point Building Co., Limited ..	50,000	\$	10	25	\$44, buyers
.....	12,500	\$	50	50	\$61, sellers
TRAMWAYS					
M.K. High-Level Tramways Co., Ed.	1,250	\$	100	all	\$230, buyers

MINING,				
value of (thorbon)				

	RAUB AND GOLD MINING CO., LTD.	18,000	Fcs	250	all	\$490	
	HOTELS, ETC.	20,000	E	1	18/10	\$64.	buyers
	Hongkong Hotel Company, Ltd.	12,000	S	50	all	\$134	
	Astor House Hotel Ltd, (Tientsin)	2,000	T.T.Ds	70	10/50	\$160,	sellers
	Astor House Hotel Co., Ltd. (S'hai)	30,000	S	25	25	\$34,	buyers
	DISTILLERIES.						
	A. S. Watson & Co., Limited.	60,000	S	10	all	\$15½,	sellers
	Watkins Limited	10,000	S	10	\$ 10	\$9,	buyers
	LIGHTING.						
	H.K. and China Gas Co., Limited.	7,000	E	10	all	\$100,	buyers

as Company, Ltd.....	8,000	Fla. 50	Fla. 50	Fla. 95, s
	80,000			

HongKong Electric Co., Limited.....	30,000	\$	10	\$	\$124, sales	
New Electrician (new issue).....	30,000	\$	10	\$	\$64, buyers	
Green Island Cement Co., Ltd.	50,000	\$	10	\$	\$204, sales & buyers	
MERCANTILES.						
Bell's Asbestos Eastern Agency, } Ltd.	8,604	£	12/6	£12/6	\$5, buyers	
United Asbestos Oriental Agency, } Limited	1,000,000	\$	10	\$	\$94, buyers	
.....	100 shares	\$	10	\$	\$180	
H.K. Steam Water-boat Co., Ltd. ...	7,000	100	10	\$	\$19, sales	
Hongkong Shiping Steam Co.	10,000	7 1/2	all	\$	\$20, buyers	
Hongkong Ice Works, Limited.....	10,000	7 1/2	all	\$	\$20, buyers	

Waterworks Co., Ltd.....	7,200	£	20	£	20	Tls. 395, s
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Hobas Planting Company, Ltd.,	20,000	\$	6	\$	61. buyers
H. Kong Rope Manufacturing Co., Ltd.	10,000	\$	6	\$	1140, sellers
H. Kung Cotton Spinning Co., Ltd.	100,000	\$	10	\$	114, sellers
Ewo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls.	50	Tls.	30, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls.	75	Tls.	35
Esou-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	2,000	Tls.	100	Tls.	23
Soy Cho Cotton Spinning Co., Ltd.	20,000	Tls.	50	Tls.	160, sellers
China Occident Loan Mortgage Co., Ltd.	50,000	\$	10	\$	192, sales & sellers

Company, Ltd.	60.000	\$	12	\$	12	5102, sales
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Campbell, Moore & Co., Limited	1,800	\$	10	all	\$37, buyers
Wm. Powell, Ltd.	12,000	\$	10	all	\$12, sales & buyers
Shanghai and Hongkong Dyeing and Cheong Co., Ltd.	1,800	\$	50	\$50	\$50
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	\$	10	\$	\$10, Nominal
CIGAR COMPANIES.					
Philippine Co., Ltd.	67,500	\$	10	\$	\$34, sellers
Albarran Limited	300	\$	500	\$50	\$150, sellers

Amount.	Value.	Interest	Quota
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Chinese Imperial 1888 & Tls. 787,200 Tls. 2507 2/2 annam Par.

VERNON and SMYTH, Share-Brokers.

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